

DESCRIPTION	COLOR	WIDTH (mm)	APPLICATION
Single Broken Line	White	100	Separation of lanes on which travel is in the same direction, with crossing from one lane to the other permitted (e.g., lane lines on multilane roadways). The broken or dashed line is formed by a pattern of segments and gaps. The typical pattern is a 3-m segment followed by a 9-m gap for a total cycle length of 12 m.
		125	Separation of freeway lanes on which travel is in the same direction, with crossing from one lane to the other permitted. The broken or dashed line is formed by a pattern of segments and gaps. The typical pattern is a 3-m segment followed by a 9-m gap for a total cycle length of 12 m.
	Yellow	100	Separation of lanes on which travel is in opposite directions, and where overtaking with care is permitted (e.g., centerline on 2-lane, 2-way roadways). The broken or dashed line is formed by a pattern of segments and gaps. The typical pattern is a 3-m segment followed by a 9-m gap for a total cycle length of 12 m.
Single Solid Line	White	100	Separation of lanes, or of a lane and shoulder, where lane changing is discouraged (e.g., lane lines at intersection approaches, right-edge stripes).
		150	Lane lines separating a motor vehicle lane from a bike lane.
		200	Delineation of locations where crossing is strongly discouraged (e.g., separation of turn lanes from through lanes, gore areas at ramp terminals, paved turnouts, edge lines at lane drops, painted island edges).
	Yellow	100	Delineation of left-edge lines on divided highways, 1-way roads and ramps.
Double Solid Lines	White	100-200-100*	Separation of lanes on which travel is in same direction, with crossing from one side to the other prohibited (e.g., channelization in advance of obstructions which may be passed on either side).
	Yellow	100-200-100*	Separation of lanes on which travel is in opposite directions, where overtaking is prohibited in both directions. Left-turn maneuvers across this marking are permitted. Also used in advance of obstructions which may be passed only on the right side.
Solid Line Plus Broken Line	Yellow	100-200-100*	Separation of lanes on which travel is in opposite directions, where overtaking is permitted with care for traffic adjacent to the broken line, but prohibited for traffic adjacent to solid line. Used on 2-way roadways with 2 or 3 lanes. Also used to delineate edges of a two-way left-turn lane — solid lines on the outside, broken lines on the inside.
Double Broken Line	Yellow	100-200-100*	Delineates the edges of reversible lanes. The broken or dashed line is formed by a pattern of segments and gaps. The typical pattern is a 3-m segment followed by 9-m gap for a total cycle length of 12 m.

DESCRIPTION	COLOR	WIDTH (mm)	APPLICATION
Single Dotted Line	Either	100	Extension of lane lines through intersections. Color same as that of line being extended. Also used to extend right-edge line of freeway shoulder lanes through off-ramp diverging areas in problem locations. The broken or dashed line is formed by a pattern of segments and gaps. The typical pattern is a 0.6-m segment followed by 2.4-m gap for a total cycle length of 3.0m.
	White	200	Separation of through lane and auxiliary lane or dropped lane. The broken or dashed line is formed by a pattern of segments and gaps. The typical pattern is a 0.6-m segment followed by 2.4-m gap for a total cycle length of 3.0 m.
Transverse Lines	White	150 (min)	Crosswalk edge lines (minimum 1.8-m apart).
		600	Limit lines or STOP bars.
Diagonal Lines	White	300	Crosshatch markings for 1-way traffic, placed at an angle of 45°, at 6-m apart, on shoulders or channelization islands to add emphasis to these roadway features for design speeds less than 70 km/h.
		600	Crosshatch markings for 1-way traffic, placed at an angle of 45°, at 12-m apart, on shoulders or channelization islands to add emphasis to these roadway features for design speeds of 70 km/h or greater.
	Yellow	300	Crosshatch markings for 2-way traffic, placed at an angle of 45°, at 6-m apart, on shoulders or channelization islands to add emphasis to these roadway features for design speeds less than 70 km/h.
		600	Crosshatch markings for 2-way traffic, placed at an angle of 45°, at 12-m apart, on shoulders or channelization islands to add emphasis to these roadway features for design speeds of 70 km/h or greater.

**100-200-100 indicates typical width in mm of the lines and the 200-mm unpainted gap between them*

Types of Pavement Lines

Figure 76-1A